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Hongkong Daily Press.

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MOET AND CHANDON'S
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No. 14,792. 號二十九百七千四萬一第一 日七月初年壹十三緒光 HONGKONG, TUESDAY, SEPTEMBER 5TH, 1905. 二拜禮 號五月亥年五零九千一英港香 PRICE, \$3 PER MONTH.

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HOUSEHOLD
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An elegant Preparation. Delicately Perfumed.
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**A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.
[1632]

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"SPECIAL BLEND" WHISKY
A Blend
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Finest Scotch Whiskies.
\$10.50 Per Case.

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SIEMSSSEN & CO., Hongkong. [165]

GREEN ISLAND CEMENT COMPANY
PORLTAND CEMENT.
\$4.50 per Case 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [1612]

NOTICE.

GEO. FENWICK & CO., LTD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 36; approximate area 43,000
square feet.
For further particulars apply to the Company.
Hongkong, 12th July, 1905. [163]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [1656]

SIE NTING.
SURGEON DENTIST.
NO. 10, DAGUILAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [163]

**AUTOMATIC MAUSER
PISTOLS.**
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SHEWAN & CO.
Hongkong, 3rd October, 1900. [52]

A. LING & CO.
FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [1622]

**DAVID CORSAK & SON'S
MERCHANT NAVY
NAVY BOILED
LONG PLAX. CANVAS
RELIANCE CROWN
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GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
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QUAN TAI & CO., Lime Manufacturers.
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Dealers in
GRANITE and MARBLE MONUMENTS.
Prices & Estimates on Application.
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Hongkong, 17th January, 1905. [1682]

KOWLOON HOTEL.
KOWLOON.
DELIGHTFUL SITUATION. UNEXCELED RESORT FOR TRAVELLERS
AND RESIDENTS.
BILLARDS AND BOWLING. LAWN AND GARDENS.
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. [138]

CHAMPAGNES.

POMMERY & GRENO, Sec, extra Sec and Mature, in Magnums,
bottles and 1/2 bottles.
BOLLINGER Extra Quality, Extra Dry, vin. 1898, in Magnums,
bottles and 1/2 bottles.
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JANSON PERE ET FILS, vin. 1900, in bottles, 1/2 bottles and 1/4 bottles.
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PAUL DOMMIER & CO. GOLD MARQUE, in bottles and 1/2 bottles.

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CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

Hongkong, 3rd August, 1905. [1637]

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HAIG & HAIG, LTD., DISTILLERS SINCE 1679.
3 Star, SPECIAL.—The finest of all "Peg" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the SODA."
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor
Once tried, preferred to all others. Sole Agents for Hongkong. [138]

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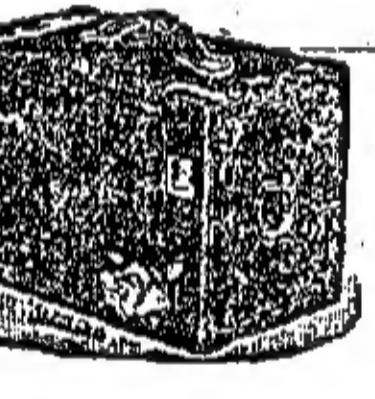
IN CHATER ROAD AND ICE HOUSE STREET.
ENTRANCE IN ICE HOUSE STREET.

LANE, CRAWFORD & CO.

Hongkong, 5th September, 1905. [1638]

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GOOD WORK,

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17, QUEEN'S ROAD CENTRAL.

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Hongkong, 15th August, 1904. [1639]

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ELECTRICAL CO., LTD.
LONDON,
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ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—

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IMITATED BUT NOT EQUALLED!

CHAMPAGNE BITTERS.

NOT A STIMULANT, BUT A RESTORATIVE NERVE TONIC FOR ALL
COMPLAINTS ARISING FROM DEPRESSED VITALITY.

FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.

ALL CLUB AND HOTEL BARS KEEP IT.

WATKINS, LIMITED.

CHEMISTS AND DRUGGISTS,

AND

AERATED WATER MANUFACTURERS.

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Times Atlas; Newest Edition...	\$22.00	The Coming Conquest of England, by Niemann; Cloth...	\$1.75
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Reed's Engineer's Hand-Book; 2 Vols.	9.50	JUST LANDED.	
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Beeton's Household Management	5.90	DOHERTY, E.G.M., SPECIAL DEMON,	
Hidden Treasures, by Turner...	3.70	DEMON.	
Windsor Magazine; New Volume...	4.00	BRITISH STANDARD, ETC., WRITING BLOCKS.	
Class Register of Instruction and Individual Progress...	1.50	THE BLICKENDEPER TYPEWRITER.	[1635]
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26, DES VŒUX ROAD CENTRAL, HONGKONG.

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JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS, consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals, and cheap Magazine Cameras. Prices considerably reduced. [46]

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WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
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BRANDY	***	Per Case.	\$22.50
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"	**		16.75
WHISKY, PALL MALL		20.00	
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C. P. & CO.'S SPECIAL BLEND		10.50	
PORT WINE, INVALIDS		20.00	
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BENEDICTINE, D.O.M.		40.50	

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SIEMSSSEN & CO.

HONGKONG AGENTS. [1634]

CHUN SENG.

NO. 33, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.
DRAFTER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.

ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [1629]

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C. LAZARUS & CO., CALCUTTA.

THE BEST OF NEW IDEAS

AND

THE FINEST REPRODUCTIONS FROM OLD MODELS.

C. LAZARUS & CO., CALCUTTA.

FOR TEXTILE FABRICS.

WALL-PAPERS.

CARPETS

FLOOR-CLOTHS.

SEND FOR PRICE LISTS.

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HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LTD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905. [1605]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

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WATER
MANUFACTURERS

THE WATER used is THE PUREST that can be obtained, and is SKILFULLY FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of latest design and most approved type.

THE BEST INGREDIENTS only are used.

GUARANTEEING
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PURITY.ENGLISH
EXPERTS

Manage our factories, and their practical knowledge and constant supervision, enables us to produce wares of unrivalled excellence and purity.

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Chemists by Appointment to H. E. the Governor.

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NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to us. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous communication is to be accepted. Orders for extra copies of the DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cables. Telegraphic address: PRESS, Cables A.R.C. 5th Ed. Lieber's P.O. Box, 33. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1901.

It is ten years since Mr. OLNEY, at that time the United States Secretary of State, wrote his famous dispatch to the Ambassador in London re-affirming the doctrine of "Hands off the American Continent" enunciated in 1823 by President MUNROE. Mr. OLNEY, it will be remembered, did a great deal more in that dispatch than merely to re-affirm the MUNROE doctrine; he expatiated on it as the embodiment and expression of an inevitable opposition between America and Europe, and we recall it now because the visit which Mr. TAFT, the Secretary of State for War, has just paid to the Philippine Islands, and the comments of the American press on the subject, show how completely his words have been stultified and his political philosophy discredited by the very nation whose views he claimed to be expressing in that remarkable pronouncement. As originally stated, and as more recently re-stated by President ROOSEVELT, the doctrine is one to which England at least takes no exception, but Mr. OLNEY, when he declared to England at the time of the Venezuelan frontier trouble "that distance and three thousand miles of intervening ocean make any permanent political union between a European and an American state unnatural and inexpedient" was practically giving notice to the British Empire to disband, and to the Colonies of every European Power to sever themselves from the mother country. It is now, since the Tzar party has paid its visit, abundantly clear that "three thousand miles of intervening ocean" count

as no obstacle to the Imperial ambitions of our American cousins who have betrayed their intention of holding the Philippines as an American province for some generations to come; and who, moreover, at the bidding of their strenuous PRESIDENT, are already thinking of providing a navy strong enough to cope with all the oceans that intervene between them and their ambitions in the Orient. Popular opinion in the states, and echoes of it here in the East, indicate that the MUNROE doctrine, imposing as it was at the time, is no longer big enough for big America. The MUNROE doctrine created very much the same sort of amazement in Europe that was caused by the entry of the Japanese into the family of nations. America, in conservative eyes, was scarcely a nation until then. America was a political Utopia, in theory at least, although many thought of it as a Utopia that had fallen short of its ideals, as it undoubtedly has done. The MUNROE doctrine ought academically to have been regarded as a doctrine of "defence, not defiance"; it set limits beyond which the Republic would not be offensive or aggressive, but within which it would insist upon the following out of its destiny at all costs. This is the logical intention of it: its interpretations are as sumptuous almost as are parties in America; and it would ill become us to declare for any one in particular when even the doctors disagree. It is clear to us, however, notwithstanding President ROOSEVELT's able attempts to make it square with his "big stick" ideas, that the America of to-day is not in sympathy with the dreams of its founders. The France of yesterday would send no statue of liberty to the America of to-day, which aims at being a world power, and enhancing the glory of the flag towards which its people show an almost idolatrous devotion. We do not quarrel with their very natural desire to be in the swim; and we can even applaud their common-sense in refusing to sacrifice the Philippines, so hardly wrested from them from their medieval mess, to the reckless politics of the sentimentalists. But if we were doomed to read the American magazines (from which necessity a kindly Providence absolves us) we should feel constrained to protest at the "little brown brother" style of discourse. We may discern redeeming human traits in JOS. TROTTER, but nothing will reconcile us to his hymn-book.

A considerable variety of mail news appears on page 5 to-day.

A telegram says that China is paying Japan the cost of the war, in return for the recovery of Shantung.

Last week there were only five plague cases, four fatal, and there have been none since the week was recorded. Other diseases are represented by four cases of enteritis.

The Stockholm Tidning states that on Saturday morning, (July 29) during mine practice in Sandhamn Roads, near Helsingfors, a boat struck a submarine mine. The boat was blown to pieces, and seven men were killed, while eight were more or less severely injured.

At the offices of the Public Works Department yesterday the letting of Crown Land Lot No. 405, adjoining Shaukiwan Lots Nos. 392 and 396, was put up for public auction sale. There was only one bidder for the lot, Mr. Li Fook, contractor, to whom it was knocked down for \$475, being \$20 above the upset price.

Return of visitors to the City Hall Reading-room for the week ending the 3rd September, 1901.

Reading-room.
Non-Chinese 161
Chinese 45
Total 206

The Daily Press was the first medium in Hongkong to announce the outbreak of war, and the first to announce the tidings of peace. This creditable record was kindly pointed out to us by one of our esteemed foreign contemporaries; and as we are not adduced to blowing our own trumpet, we hope this brief reference may be regarded as excusable.

CHINESE COOLIES IN BRITISH NORTH BORNEO.

In the House of Commons on August 2nd Lord Percy, in reply to Mr. Weir, said that so far as the British North Borneo Co. were aware, no pledge had ever been asked for, or given to the Chinese Government with regard to the flogging of coolies in British North Borneo.

Mr. Weir: Then are we to understand these poor unfortunate Chinese are subject to continual flogging?

Lord Percy: I have no information on the subject.

Mr. Weir: Will you enquire?

Lord Percy: If the hon. mem. can give me any information to justify inquiry I will make it.

Mr. Weir: Do you want me to go out to N. Borneo? (Laughter).

TELEGRAMS

["DAILY PRESS" SERVICE.]

ADRIANOPOLE BURNING.

LONDON, 4th September.

A terrible fire at Adrianople has destroyed seven thousand houses.

Adrianople was the ancient capital of Turkey, and has still, next to Constantinople, the biggest population. It is in the centre of the raw silk industry.

CHANNEL FLEET AT DANZIG.

LONDON, 4th September.

The English fleet at Danzig was given a most cordial reception.

CHOLERA IN PRUSSIA.

LONDON, 4th September.

The cholera is reported to be spreading in Prussia.

EMPEROR OF JAPAN

DAMAGED.

SHANGHAI, 3rd September.

[Delayed.]

The steamers Chrysanthemum and Empress of Japan arrived to-day.

The Empress was somewhat damaged by the typhoon.

[REUTER'S SERVICE.]

FRANCE AND MOROCCO.

LONDON, 2nd September.

M. Tullander has handed the Sultan of Morocco an ultimatum, demanding a complete reparation and an apology, in specified terms, for the imprisonment of the Algerian chief.

FRANCE AND THE ANGLO-JAPANESE ALLIANCE.

LONDON, 2nd September.

The French press finds the renewed Anglo-Japanese alliance more reassuring than disturbing, in view of the entente cordiale.

THE CRUISE OF THE BRITISH CHANNEL SQUADRON.

LONDON, 2nd September.

The Channel squadron has met with a most cordial reception at Danzig. A great programme of sports was arranged; two thousand men landed. The Kaiser in reply to a telegram from Admiral Wilson said "it gives me great satisfaction to hear that you are pleased at meeting your brother officers of the German fleet.

THE "ALLANTON" CASE.

In the House of Commons on July 31st Mr. Nunnally (Dublin College-green) asked the Under-Secretary for Foreign Affairs whether any claims had been put forward by his Majesty's Government to the Russian Government demanding compensation for the sailors and officers of the British steamer Allanton, which vessel was wrongly captured by the Russian naval authorities; whether he was aware that some of the crew of the Allanton were kept prisoners on the Russian warships whilst those vessels were being chased by Japanese cruisers; whether he was taking any part in a settlement of the claims of the crew of the Allanton.

Earl Percy (Kensington, S.)—Complaints have been made on behalf of the sailors and officers on board the Allanton for hardships sustained by them during their detention, but no specific claims for compensation have as yet been forwarded to us. Their statement makes no reference to the Russian warships to which some of the crew had been transferred being chased by Japanese cruisers. As regards the third paragraph of the question, no steps for settling generally the position of foreigners on board British ships are in the opinion of his Majesty's Government, necessary, as each case must depend on its special circumstances.

Mr. Nunnally asked what was the reason for the great delay that had taken place.

Earl Percy said they were still waiting for further information, as they had only got the preliminary statements. They had not made any statement to the Russian Government pending the further statement of the case of the seaman.

CHINESE COOLIES IN BRITISH NORTH BORNEO.

In the House of Commons on August 2nd

Lord Percy, in reply to Mr. Weir, said that so far as the British North Borneo Co. were aware, no pledge had ever been asked for, or given to the Chinese Government with regard to the flogging of coolies in British North Borneo.

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SUPREME COURT.

Monday, 4th September.

IN ORIGINAL JURISDICTION.

BEFORE SIR F. T. PIGGOTT (CHIEF JUSTICE).

CANTOWHITI AND CO. v. THE SUN SHING FIRM.

The plaintiffs, who are merchants in this Colony, claimed from the defendant firm, carrying on business at Yes Woo Street, Canton, the sum of \$24,273 as damages for the breach by the defendants of their conditions covering the sale of certain cases of fire crackers sold by the defendants to the plaintiffs from August, 1900 to March, 1901.

Mr. H. E. Pollock, K.C., instructed by Mr. J. Hays of Messrs. Johnson, Stokes and Master, represented the plaintiffs, and Mr. H. C. Gathrop instructed by Mr. H. W. Looker of Messrs. Docon, Looker and Docon) appeared for the defendants.

The statement of claim set forth that the plaintiffs had suffered damage by the breach of the contract between them and the defendants for the sale and delivery of certain fire crackers. The said goods were purchased by the plaintiffs from the defendants on various dates and were delivered in due course and shipped by the plaintiffs to America in fulfilment of certain orders. On being opened the said goods were found to be not according to the contract, being of such inferior quality as to render them wholly unmerchantable, and such goods, or a large quantity thereof, remained in the hands of the plaintiffs, being unmarketable.

The plaintiffs claimed \$24,278.02, also interest on this amount at the current rate, and such further, or other relief as the Court might decree.

In the statement of defence the defendants denied that they had broken any contract. Prior to delivery the plaintiffs examined the said goods and agreed to accept them. They made no complaint as to the quality until the end of 1901. When the goods were delivered to the plaintiffs they were in good order and condition, of the description and quality ordered by the plaintiffs, and they were merchantable fire crackers.

In the statement of defence the defendants denied that they had broken any contract. Prior to delivery the plaintiffs examined the said goods and agreed to accept them. They made no complaint as to the quality until the end of 1901. When the goods were delivered to the plaintiffs they were in good order and condition, of the description and quality ordered by the plaintiffs, and they were merchantable fire crackers.

Mr. Pollock stated that this action for

NG YEW v. CHU KWAI.

This case was adjourned from Friday in order that further witnesses might be subpoenaed. The claim was for \$1,00 for trespass to the goods of the plaintiff.

Mr. R. Hardling (of Messrs. Ewens, Harston and Hardling) appeared for the plaintiff, and Mr. Barlow (of Mr. H. K. Holmes' office) represented the defendant.

Young Chik Chan said he was the landlord of the ground floor of 142 Queen's Road East. He distanced on that floor through his agent for three months rent. He received \$70, and his signature was attached to the receipt produced. He received the rent for the second and third months.

His Honour—You gave a receipt on the 8th May?—Yes.

He then wrote to ask you to take two months payment afterwards?—It was only one month's payment, and I distanced to get a month's payment after that.

No, you did not. You distanced for three?—Yes.

And you did it after he had paid?—I was to hand the balance back to him.

This man wrote you on the 10th May asking you to hold over after he had paid you on the 8th, and on the 12th you distanced. What does it mean?—\$72 was only given me as a guarantee. After distancing for three months I was to return one month's rent.

Mr. Hardling—Did you as a matter of fact ever receive the \$72 for which you signed a receipt?—Yes.

Was it arranged between you and the defendant that you were to distain for three months and pay him the balance back?—No. He guaranteed for two, and I was to distain for three, and give him one month's money back.

His Honour—Did you return him the one month's money?—I did not see him.

What have you done with the money for the third month then?—You must ask the agent about that.

Mr. Hardling—Did you actually receive it or did your agent receive it?—I received it and handed it to my agent.

What did you hand it to the agent for?—It is not the agent's duty to hand money to you?—He is in charge of my affairs and I leave everything in his hands.

When did you go into the shop and lock the door?—On the 4th May.

Why did you go in on that date?—Because he owed me three months rent, and had not a large stock of goods there.

On what day of the month was the plaintiff's rent payable?—You must ask the agent that.

Who put it into your head to lock the shop up, seeing that your agent knows all about the matter?—You must ask the agent about that.

Is it not a fact that you heard somebody say he was taking the goods out of the shop?—No.

How did you manage to get a guarantee in respect of the man's rent, he already having absconded, as you know?

His Honour—The thing has resolved itself into this. I am going to send one of them to gaol if I possibly can. They are lying all round.

Mr. Barlow examined the witness.

How long did you have a man watching this shop?—One night.

Why did you send him away?—Because the rent of the shop was guaranteed.

When did you personally go into the shop?—On the night of the 4th.

Was it well stocked?—There was not enough there to pay the rent.

How much was the rent?—\$10.

At about how much would you price the goods?—\$70.

His Honour—Not \$100?—No. If they had been worth that much I would not have required a guarantee.

Lo Sui, rent collector, was next called. He said Ng Yew was the tenant of the shop in question. Witness had collected rents from him, but forgot when he received the last payment. His elder brother collected the rent of this shop.

MESSRS. LANE, CRAWFORD & CO'S NEW PREMISES.

RUSSIA AND NEUTRAL SHIPPING.

Messrs. Lane, Crawford & Co. almost may be described as the "universal providers" of Hongkong, for the range of their business is such that it is possible to purchase in their store any household requisite from a pound of tea to a grand piano; they are also able to clothe the male section of the community from head to foot, and they carry many lines attractive to the ladies. Their shipping business is also very large, extending to upholstering cabins and saloons, the making of sails, awnings, &c., as well as complete provisioning of ships, and during the last few years the firm has come into prominence as suppliers of ships' fittings and expert ship-upholsterers. They supplied, for example, to the order of the Hongkong & Whampoa Dock Co. the whole of the cabin and saloon upholstery and gallery fittings of the well-known river steamers *Kwan-han* and *Lantau*, and those for the *Yung-tao* steamer, *Rung-fung*, completed last year. The fine steamers of the Empress of India also bear evidence of the firm's work in cabins and saloons.

The firm of Lane, Crawford & Co. though not quite as old as the Colony itself, is very nearly so. It was established in 1850, the original partners being Mr. T. A. Lane and Mr. Ninian Crawford. Glancing at the issues of the *Hongkong Daily Press* in the files we find the firm prominently before the public during a large auctioneering business, having their business premises in Queen's Road on the site they are now vacating, and an auction room in Stanley Street. Mr. William Lane was later admitted to partnership in the firm, and subsequently Mr. David Crawford and Mr. John S. Cox. Both the latter retired from business in 1887 and from that time onward to 1896, Mr. Henry Crawford and Mr. John McCallum were partners. Mr. D. R. Crawford returned to the East in 1896 and continued his connection with the firm until 1901 when the business passed into the hands of the present partners, Mr. A. H. Skelton, Mr. Duncan Clark and Mr. F. C. Wilford.

Messrs. Lane, Crawford & Co. have occupied the Queen's Road site, or part of it, for the long period of fifty-five years. The removal to more spacious premises has been rendered necessary by the expansion of the firm's business of late years, and they are now removing from Queen's Road to handsome premises situated in a commanding position at the corner of Ice House Street and Chater Road. Messrs. Lane, Crawford & Co. were the first to recognize the necessity of removing to a block of buildings on the Reclamation owing to the encroachment of the small Chinese shop along Queen's Road Central. Over seven years have been taken in the building of their new premises, many difficulties having arisen with contractors and others. The new building was designed by Messrs. Leigh & Orange. It has four stories with the main entrance in Ice House Street, a short distance from the Ferry wharf. The ground area of the building measures nearly 8,000 square feet, and a space of 10,000 square feet is devoted in the building to the showrooms. The outfitting, grocery and hardware departments will be accommodated on the ground floor, and behind these, on the same level, will be the ships' stores department. On the first floor are the private and general offices and the tailoring and piano departments—the latter being an ideal show room; on the second floor are the finishing and ladies' departments as well as spacious workrooms for tailors and upholsterers where the whole of the work is done for these departments. The firm make a great feature of this. All work will be completed by their own workmen on the premises, thus ensuring cleanliness and perfect supervision. There are six bedrooms and a large mess room on the third floor and nine bedrooms on the fourth floor for the accommodation of the firm's large staff of European assistants. Access to all floors is had by the useful electric lift.

Messrs. Lane, Crawford & Co.'s house, which has had an uninterrupted existence of fifty-five years in Queen's Road, may well be described as historic. It will now be carried on in the new premises, where, as before mentioned, there are fifteen bedrooms for the accommodation of the firm's staff of European assistants.

A DEATH IN PRISON.

Mr. F. A. Hazland sitting as coroner conducted an inquiry at the magistracy yesterday afternoon into the circumstances attending the death of Un Kam, a prisoner in Victoria Gaol.

Mr. Hazland explained to the jury that he was required under the Ordinance to inquire into the death of any prisoner who died in Victoria Gaol.

The Chief Warden, Edward John Piergent, said the body the jury had just viewed was that of Un Kam alias Chua Cheong, a coolie, aged 31, who was received into prison on 2nd January, 1905, convicted of stealing a pair of rubber shoes and disobeying an order of banishment. He was sentenced to fifteen months' hard labour.

An assistant warden on patrol, at Victoria Gaol, said he went on duty at the hospital at 6 o'clock, on Sunday evening, and found the deceased in a dying condition. He expired at a quarter to nine the same night.

Dr. W. M. V. Koch, prison surgeon, deposed that on 1st August, he admitted deceased to the gaol hospital suffering from incipient consumption. The disease took a rapid course, and Un Kam died as stated on Sunday night. Witness made a post mortem examination of the body that day and in his opinion death was due to consumption.

The jury returned a verdict of death from natural causes.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

Present—Lord Macnaughton, Lord Davy, Lord James of Hart-ford, Sir Arthur Wilson, and Sir Gorrell Barnes sitting with Admiral Rodney M. Lloyd, C.B., and Captain W. F. Caborn, C.B., as Naval Assessors.

The owners of the British steamer *Empress of India* v. The Imperial Chinese Government, owners of the steamer *Quangtai*.

This was an appeal from a judgment, of November, 6, 1903, of his Britannic Majesty's Supreme Court for China and Korea at Shanghai in Admiralty, in an action arising out of a collision between the steamer *Empress of India* and the Chinese cruiser *Quangtai* by which judgment the *Empress of India* was pronounced to be solely to blame for the collision.

Mr. Robson, K.C., Mr. Butler Aspinall, K.C., and Mr. T. F. Dawson Miller were counsel for the appellants; Mr. Wickford, K.C., Mr. R. B. Acland, K.C., Mr. John Mansfield, and Mr. Drummond, for the respondents.

The appellants were the Canadian Pacific Rail-

way Company, the owners of the *Empress of India*, a steamship of 6,000 tons gross register, which was subsidized by the Admiralty for services as an armed cruiser. The collision in question took place in the China Sea on the night of 17th August, 1903. The *Quangtai*, a Chinese Government cruiser of 2,300 tons, was proceeding on that night from Shanghai to Hongkong, having on board munitions of war for Canton. Her crew numbered 178, and in addition she was carrying six passengers. The *Empress of India*, manned by a crew of 233, was on a voyage from Wusung to Hongkong. The night was fine, though dark. The regulation lights of both vessels were burning brightly. On the part of the *Empress of India* it was stated that at 9.45, when she was some distance past the Lantau Islands, the stern light of the *Quangtai* was noticed about eight miles away and being almost ahead, but very slightly on the starboard bow. She continued on her course and the *Quangtai*'s stern light broadened on the starboard bow, slowly at first, but afterwards more rapidly as she drew nearer. At 11.38 p.m. when approaching Breaker Point, the Chinese cruiser's stern light being then about one point or a little more on the starboard bow and rather less than a mile distant, the course of the *Empress of India* was altered four degrees to starboard. At 11.45 p.m. the *Quangtai*'s light had broadened to about two to three points on the starboard bow. At that moment a junk, which was exhibiting no light, was seen about three-quarters of a mile distant, and one or two points on the starboard bow. The helm of the *Empress of India* was then starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard hand, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quangtai* was observed to be swinging rapidly to port under starboard helm. Thereupon the helm of the *Empress of India* was immediately put hard a starboard, and her port engine full speed astern, but the *Quangtai*, although she was slowly hauled to port her helm, closed in rapidly under starboard helm, opening out her red light, and with her bow-sprit struck the starboard side of the forecastle of the *Empress of India*, and then with her port bow struck the bulwarks at the fore-part of the *Empress of India*'s promenade deck. At the moment of the first impact the starboard engine of the *Empress of India* was stopped and her port engine was then put ahead. After the collision the *Empress of India* stood by the *Quangtai* until the dark, about an hour and 43 minutes afterwards, and rendered all possible assistance in saving her crew. Thirteen of those on board the *Quangtai* were drowned, including her captain, who, refusing to leave his ship, went down with her. The contention on the part of the *Empress of India* was that the collision was caused by the starboarding of the *Quangtai* for the purpose of passing the junk and continuing to starboard longer than was necessary. On the part of the *Quangtai* it was denied that her course was altered, nor was any junk being seen, and that the apparent broadening of her stern light on the *Empress of India*'s starboard bow was due to the latter vessel's rapidly overhauling her, and did not indicate any alteration of the *Quangtai*'s course; and that the *Empress of India*'s alteration at 11.35 from a course slightly divergent from one converging with that of the *Quangtai* was the real cause of the collision. The *Quangtai* was proceeding at a speed of about nine knots. Shortly after 11 the side lights of the *Empress of India* came into view and it was apparent that she was a steamer overtaking the *Quangtai* on practically the same course. From time to time after the first observation of her side lights the *Empress of India* was observed to be about astern or a little on the port quarter of the *Quangtai* until she overtook her, striking her on the port side a sliding blow and doing considerable damage to her guns, boats, and davies. Immediately after the collision the engines of the *Quangtai* were stopped and her helm ported. She sheered off to starboard and the *Empress of India* sheered off to port. As the ships separated the stern of the *Empress of India* came in contact with the *Quangtai*'s port quarter, making a large hole in the *Quangtai* below the water-line. The respondents contended that the collision was brought about solely by the fault of the *Empress of India*, and then brought an action in the Supreme Court for China and Korea against that vessel for damage by the collision. The action was tried before the Chief Justice, Sir Hiram Wilkinson, sitting with Naval Assessors, and he pronounced the *Empress of India* alone to be a warship, and are entitled to be so regarded. The status of the vessel, whether it belongs to the Volunteer Fleet or not, is a question distinct from the general question of the right of a belligerent ship to sink a neutral prize. My noble friend asked me whether claims for compensation are to be presented. They will be presented as soon as they have been formulated by the owners and skipper of the vessel and we have intimated that these claims will be pressed irrespective of the decision of the *St. Kilda* is in a forward state of preparation, and the owners claim will be sent in at once. The claim of the shipowners is not complete, and the claim on account of the *Quangtai* has not yet come in. My noble friend asked me a question as to the view of the Russian Government as to the right of these cruises to sink a neutral prize. I gather that the Russian Government consider that, in an extreme case, a belligerent ship is justified in sinking a neutral prize. We have, as my noble friend knows, had a different view. The last question my noble friend asked me had reference to the status of these ships. In our view, such vessels whether they belong to the Russian Volunteer Fleet, or the *Empress of India*, or whether they are merchant vessels acquired and properly commissed in a Russian port, as the *Torch* was, are ships of war, and are entitled to be so regarded. The status of the vessel, whether it belongs to the Volunteer Fleet or not, is a question distinct from the general question of the right of a belligerent ship to sink a neutral prize. My noble friend referred to the discussions which took place in 1904, discussions in which the case of the *Torch*, as then was, the *Empress of India*, as she is now, played a conspicuous part. But I dare say my noble friend will recollect that, at that time, we were discussing more particularly whether vessels of this class which were in the Black Sea had a right to emerge from the Black Sea in the guise of peaceful vessels and then suddenly to transform themselves into ships of war and behave as ships of war. We protested very strongly against that view—but that is a circumstance which, of course, is not present in the matter we are now discussing.

The Earl of Camperdown.—The noble member has said that these claims for compensation will be pressed irrespective of the decision of the Russian Prize Court. I should like to ask the noble member how the Russian Prize Court can give any decision, because the vessels in question are at the bottom of the sea, their goods are there also, and their crews have been released. I do not see, therefore, how the Russian Prize Court can have anything to adjudicate upon.

The Marquis of Lansdowne.—I imagine it would be possible for the owners to produce evidence as to the circumstances in which ships were sunk, the nature of their cargo, and their destination.

BRITISH POLICY IN CHINA.

In the House of Commons on August 3rd, during a debate on a Civil Service Vote, Earl Percy spoke at some length about the violation by the Germans of the principle of the open door at Shantung. He did not know on what evidence that charge was made. It was certainly not true that the German Government had entirely monopolized mining enterprise in Shantung; until they received positive information which would justify them in supposing there had been any violation of the policy of the open door in that quarter of the world he did not see that any step on their part was required. It was quite true that the Germans had made rapid strides in the development of their territory in Shantung. It is not surprising, considering the vast amount of money they had lavished upon it, and the energy which they had displayed. That should be rather a spur to similar exertions on our own part, rather than a cause for complaint. (Hear, hear.) He did not think there was any ground for complaint of want of British enterprise in China, except in one matter. He believed it was true in the course of the past year that British trade in China had fallen off. So had the trade of almost every country in Europe. The truth of the matter was that the country with which China was rapidly increasing her trade was Japan. (Hear, hear.) and there was no doubt whatever that an extension of railway enterprise in China, however desirable from the British point of view, would lead to the same competition by Japan in the inland markets of China as on the seashore. He made no complaint of that; but it was not reasonable to quote as a proof that the British Government was not paying sufficient attention to the protection and development of British commerce, the fact that the trade with China had fallen off in our case as it had in the case of every other foreign country, and only increased in the case of Japan, which had special advantages of cheapness of labour and proximity, to which we could not lay claim. The Government were fully alive to the importance of obtaining fresh markets in the interior of China for British commerce and of the necessity of railway enterprise with that object. They could not but recognize that it was soon what he regretted in this connection, that British capitalists were not as ready to put their money into railway construction in China as the capitalists of some other countries. That was not, however, a matter that was within the control or competence of the British Government. All they could do was to press for those concessions which they believed to be valuable—the construction of railways which would benefit British trade—and having done that, the rest of course, must be left to British enterprise. In regard to the principal railway they were anxious to see constructed—the railway from the Yang-tze Valley to the rich sandstone basin of Sze-huan—the Chinese Government had given them a definite promise that if this line could not be built by Chinese capital, the Chinese Government would apply in the first instance to British and American capitalists in order to build it. (Hear, hear.) They fully shared the views which had been expressed by the hon. member as to the importance of acting so far as possible in concert with the French for the promotion of common interests in that part of the world. They had been in negotiation with the French Government on the subject of the joint construction of this railway for some weeks past. The negotiations were not yet completed, but he hoped they might in a very short time reach a satisfactory conclusion, and that arrangements might be made under which this railway, and the principal railway, they were anxious to see constructed—the railway from the Yang-tze Valley to the rich sandstone basin of Sze-huan—the Chinese Government had given them a definite promise that if this line could not be built by Chinese capital, the Chinese Government would apply in the first instance to British and American capitalists in order to build it. (Hear, hear.) They fully shared the views which had been expressed by the hon. member as to the importance of acting so far as possible in concert with the French for the promotion of common interests in that part of the world. They had been in negotiation with the French Government on the subject of the joint construction of this railway for some weeks past. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER, and special business matters to the MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

KING EDWARD HOTEL.

NOTICE.

FROM this date Mr. G. L. A. SMITH ceases to be Manager of the above Hotel.

DORABEE & CO., Proprietors.

Hongkong, 4th September, 1905. [2063]

TO LET.

NEW HOTEL in ROBINSON ROAD, KOWLOON. Furnished or Unfurnished.

No. 6, REDNAXELA TERRACE with immediate possession.

Apply to—

PERCY SMITH & SETH,

5, Queen's Road, Central.

Hongkong, 5th September, 1905. [2062]

NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

On TUESDAY and WEDNESDAY,

the 12th and 13th SEPTEMBER 1905, at 10 a.m.

each day, at H. M. NAVAL YARD,

SUNDAY NAVAL, VICTUALLING,

OBsolete AND CONDEMNED

STORES

Comprising—

BOATS' ENGINES and BOILERS, OLD CABLE, CHAIN, ELECTRIC CABLE, STEEL WIRE, HAWSERS, BRASS, COPPER, IRON, MANGANESE, BRONZE, PAPER-STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, CLOTHING MATERIALS, CASE STAVES, 1,000 HAT RIBBONS, (lettered "Sparrowhawk," "Humber," and "Twined")

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 5th September, 1905. [2063]

DOUGLAS STEAMSHIP COMPANY,

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Rouach, will be despatched for the above ports on THURSDAY, the 7th inst., at twelve o'clock at NOON.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 5th September, 1905. [2064]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 3 p.m. of the 6th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.

Agents.

Hongkong, 4th September, 1905. [2053]

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Rorden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded without notice to the contrary be given before To-night.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 4th September, 1905. [2060]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"TIENTSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods will be landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 11th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 4th September, 1905. [2051]

NEW ADVERTISEMENTS

STEAMSHIP "POLYNESIEN," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Charente," from Havre, or a.s.s. "Crimee," in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignee before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 11th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 11th inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 4th September, 1905. [2052]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rabatini United Companies)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above ports, Consignees of Cargo by are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant will be subject to rent.

CARLOWITZ & CO.,

Agents.

Hongkong, 4th September, 1905. [2053]

JAVA-CHINA-JAPAN LIJN.

FROM YOKOHAMA, KOBE AND MOJI.

THE J. C. J. Lijn Steamship

"BOGOR,"

Captain Wurkhow, having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims for damage must be sent in before the 12th inst., or they will not be recognised.

No Fire Insurance will be affected.

Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Batavia, Cebu, Samar, Sourabaya and Macassar on the 7th inst.

Head Agency of the

JAVA-CHINA-JAPAN LIJN.

Alexander Lijns.

Hongkong, 4th September, 1905. [2061]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles—

The Mutilation Case.

Peace Speculations.

Chinese Punishments.

A Boycott Scare.

Scientific Prediction.

Assets and Values at Hongkong.

The Peace Terms.

Hongkong Jottings.

Civil Service Cricket Club.

Victoria Recreation Club.

Naval and Royal Football Club.

The Chinese Commercial Union.

Mr. Oliver Bainbridge at Hongkong.

Supreme Court.

Canton.

Macau.

Pakho.

The Typhoon.

Companies—

Hongkong Hotel Co., Ltd.

Hongkong Cotton Spinning, Weaving,

and Dyeing Co., Ltd.

Finances of Hongkong.

The American Visitors.

A Coolie's Death.

The Borneo Governorship.

The China Association.

Correspondence.

The Intellectual Equipment of Missionaries.

Shanghai General Chamber of Commerce.

Commercial.

Shipping.

Subscription: \$12 per Annum, payable in advance, postage \$2.

Extra 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 3¢ cents each, or \$1 for three copies Cash.

Hongkong, 5th September, 1905.

NOTICE.

THE Businesses hitherto carried on by the Undersigned have been amalgamated, and will in future be carried on under the name of

PERCY SMITH AND SETH, at No. 5,

Queen's Road Central.

H. PERCY SMITH, F.C.A.

S. A. SETH.

J. HENNESSY SETH.

Hongkong, 30th August, 1905. [2020]

FOR SALE.

FINEST-CLASS RESTAURANT. With

immediate possession. Rent and Expenses

Very Small and Large Profits.

Apply to—

"RESTAURANT"

Care of "Daily Press" Office.

Hongkong, 1st September, 1905. [2038]

RUIVART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPIERS.

Ship only the Finest Quality

Extra Dry (Green Seal).

LAUTS, WEGENER & CO.

Solo Agents

Hongkong, 17th May, 1905. [221]

INTIMATIONS.

SPECIAL SALE
 AT
ROBINSON'S
 OF
PIANOS.
PIANOLAS.
 MUSIC AND MUSICAL
 INSTRUMENTS
 OF ALL KINDS
**PREVIOUS TO
 REMOVAL.**

The following Pianos are thoroughly sound
 and reliable, and are

**GUARANTEED
 FOR THE CLIMATE.**

Intending buyers should not miss this most
 favourable opportunity of securing one of these
 Great Bargains.

UPRIGHT PIANOS

Maker.	Sale	Former	Price.
LUNAN	... \$150	8475	
CABIN PIANO	... 180	250	
HOPKINSON	... 290	480	
PLEYEL	... 295	525	
OWN MAKE (R.P. Co.)	... 300	450	
SCHIEDMAYER	... 320	500	
KIRKMAN	... 325	480	
STEART	... 335	450	
ROSENCRANZ	... 350	500	
OWN MAKE (OVER STRUNG)	... 385	500	
BROADWOOD	... 400	600	
SPARTE	... 400	500	
COLLARD	... 500	700	
HAAKE	... 525	600	
RACHALS	... 575	750	
KRAUSS	... 585	650	
HOPKINSON	... 600	750	
WINKLEMAN	... 675	750	
STEINVEG	... 700	858	
GRAND (Small & Large) PIANOS.			
COLLARD	... \$300	formerly \$650	
BROADWOOD	... 300	" 700	
COLLARD (as New)	... 390	" 750	

Hongkong, 4th September, 1905. [2055]

NOW READY.

**A TABLE OF THE
 RATES OF EXCHANGE AT
 HONGKONG**

for Demand Drafts on London on the day of or
 preceding the Departure of the English Mails;
 also Table of Yearly Approximate Averages

FOR 31 YEARS,

FROM

1874 TO 1904.

Price \$2 Cash. On Sale at the "DAILY
 PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1905.

CHUNG NGOI SAN PO
 (Chinese Daily Press),
 PUBLISHED DAILY,
 is the oldest and still immeasurably the best
 medium for Advertising among the
 Native Community.

Established for nearly FORTY YEARS
 circulates largely throughout Southern China
 Indo-China, etc.

Terms for Advertising (Translations free) can
 be obtained at the Office, 14, Des Voeux Road
 Central, Hongkong, 131, Fleet Street, London
 or from the different Agents.

Documents translated from or into Classical
 or Colloquial Chinese.

**TWO OPERATIONS FOR KIDNEY
 DISEASE.**

**PAIN AND WEAKNESS IN THE BACK;
 DIZZY SPELLS; POOR APPETITE;
 URINARY DISORDERS, ETC.
 PATIENT SUFFERED 30 YEARS, AND
 28 DOCTORS TOOK UP THE CASE.**

3, Maxwell Place,
 Edinburgh, Glasgow, Scotland.

For thirty years I was a martyr to what I
 always believed was kidney disease. The first
 sign, I can well remember, was a dull pain and
 weakness in my back, followed by headaches and
 dizzy spells. My body and limbs swelled, and
 my eyesight was affected; I lost my appetite,
 and my tongue used to be thickly coated. (I
 ought to tell you, as further proof of my
 trouble being with the kidneys, that the urine
 was very thick and unnatural.)

During those thirty years of suffering, I
 tried doctor after doctor, without getting any
 better. Altogether twenty-eight doctors took
 up my case, but all alike seemed unable to help
 me. Twice I was obliged to undergo agonising
 operations, and these failing to relieve me, the
 doctors declared I could never be cured.

I had spent nearly all my savings on doctors'
 fees and medicines, when, about four months
 ago, I came to hear of Doan's Backache Kidney
 Pills. I began with these, and before many
 days had passed I could tell they were doing me
 good; my back was certainly a little easier, and
 the urine is clear and natural.

I gladly give you permission to publish this,
 and I hope it will be helpful to others.
 Yours gratefully,
 (Signed) MUS. E. MILLIS.

Doan's Backache Kidney Pills are 2/0 a box,
 or 13/9 for 6 boxes. To be had of all chemists
 and medicine-dealers, or direct from the
 proprietors, the Foster-McClellan Co., 8
 Walls Street, Oxford Street, London, England,
 Post free on receipt of price.

[73-18]

THE TYPHOON AT MANILA.

The *Cablegrams* of August 30th report:—
 The typhoon swooped down upon Manila on
 Monday night and blew with fury all through
 the night.

Out in the bay the waters were lashed into
 foam and the waves dashed up the whole length
 of the bay shore. The breakwater stood the
 test well. The old Rangoon dragged her
 anchor and it was feared she would be grounded
 on the beach; but her mudhooks made another
 grapple and held fast.

Shipping was at a standstill yesterday. The
Zuifre, due from Hongkong Monday night,
 had not been reported up to late hour. Very
 few ferries boats did not run and a few
 launches braved the storm even behind the
 breakwater.

Damage to the extent of \$5,000 has been done
 to the sea wall under construction by the Atlan-
 tic Gulf and Pacific Company as part of the
 foundations of the new residence of the
 commanding general of the division. Some 450
 feet of the wall have been torn down by the
 breakers, which for several hours had played
 upon it. For a time it was feared that the
 whole of the wall would disappear and have to
 be rebuilt, and one of the new officers' quarters
 was also given up for lost, and may even yet be
 lost, if the work done last night towards saving
 it should not prove successful or the fury of the
 typhoon abate. The telephone service was
 wrecked.

MANCHURIAN PETROLEUM.

It is rumoured that the Standard Oil
 Company is taking steps to get a hold on the
 oil fields of Manchuria now that the Russian
 grip on them has loosened. Before the war
 broke out, the vast oil fields of Manchuria were
 not thoroughly worked. It is not even
 generally known that there are oil wells in
 Manchuria, but there are and what is more the
 Standard Oil Company has had its eyes open
 upon them for years. While they supplied oil
 to a poor sort for certain parts of China, they
 were not thoroughly worked and no
 attempt was made to fully develop their
 possibilities. Through the Russo-Chinese Bank,
 the Russian government supported and aided
 in this development, as far as it went.
 Merchants and other large oil buyers were given
 special privileges at the bank if they bought
 Manchurian oil exclusively. Purchasers of
 American and other oils (mostly the oils from
 Java and Sumatra) were compelled to come up to
 the scratch in all financial dealings, but the
 favoured buyers enjoyed special discounts and
 extensions, not on their oil business
 dealings, but on other business as well. At
 one time kerosene was one of the principal
 articles of import into Manchuria, and most
 of it was American oil. But this play on
 the part of the Russian government, though
 soon cut the business for Americans and the
 Hollander in Java down to almost nothing.

EVADING THE LAW.

INCREASE IN PROSPECTUSLESS COMPANIES.

The winding up of ninety-four companies
 during 1904 resulted in an estimated loss to
 unsecured creditors and shareholders of
 £13,533,865.

This fact is contained in the report issued
 on July 31st by the Board of Trade on the
 working of the Companies (Winding-up) Act
 of 1890.

One of the most striking features of the
 report is the statement that the number of
 companies which issue a prospectus has de-
 creased to an alarming extent.

While in 1901, 11,78 per cent. of the com-
 panies registered—possessing 35.41 per cent. of
 the total nominal capital—issued a prospectus,
 the percentages had dwindled last year to 7.07
 and 15.25 respectively.

A striking instance of the evils of prospectusless
 companies is given in the case of the Ivory Coast
 Mining Corporation, Limited, with a nominal
 capital of £250,000 in 11 shares. In order to
 obtain public money, the promoting company
 subscribed in the name of a nominee for 35,000
 shares upon which they paid the application
 and allotment money and then, through an agent
 in Paris, 19,940 of these shares were sold to
 various persons, mostly residents in France.

There was a general falling-off in the number
 of new companies registered, as will be seen in
 the following table:—

Average
 Companies registered.

Total nominal capital
 registered.

Companies registered.

Total nominal capital registered.

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Companies registered.

Total nominal capital registered.</p

SHIPPING.

ARRIVALS.

ARMAND BEHIC, French str., 3,965, Guionnet, 4th Sept.,—Yokohama 26th Aug., Mails and General—Messagers Maritimes.
BOOCHE, Dutch str., 2,200, J. Wukhoven, 3rd September,—Amoy 2nd Sept., General and Cargo.—Java-China-Japan Lijn.
GREGORY ARCAN, British schooner, 2,961, Olifant, 4th Sept.,—Calcutta via Straits 19th Aug., General—D. Sasseen & Co., Ltd.
HONORBLE British str., 2,556, H. Peters, 4th Sept.,—Penang and Singapore 29th Aug., General, Chinese.
HONGKONG, French str., 5,42, G. Suzuki, 4th Sept.,—Haiphong and Hoihow 3rd Sept., General—A. R. Marly.
INCANTA, Italian str., 2,74, Cagliolo Andreani, 4th Sept.,—Trieste and Singapore 29th Aug., General—Carloforte & Co.
LOOOG MOON, German str., 1,245, Kukofen, 4th Sept.,—Shanghai 30th Aug., General—Siemens & Co.
LOOKANG, British str., 1,092, A. E. Sandbach, 4th Sept.,—Manila 1st Sept., General—Jardine Matheson & Co.
MAURANG, British str., 1,644, R. H. Houghton, 10th Sept.,—Sandakan 29th Aug., Timber and General—Jardine Matheson & Co.
POLYNESIAN, French str., 3,53, Broe, 4th Sept.,—Manado 6th Aug. and Sagon 1st Sept., Mails and General—Messagers Maritimes.
SINGAPORE, British str., 1,317, J. Jamieson, 4th Sept.,—Manila 1st Sept., Ballast—Batterfield & Sivie.
SLOVAKIA, German str., 6,000, Madson, 3rd Sept.,—Singapore 30th Aug., General—Hamburg-Amerika Linie.
SUNGKIAN, British str., 1,845, G. H. Pennington, 4th September,—Holo 31st Aug., General—Butterfield & Sivie.
TIENTSIN, British str., 2,55, F. E. Andrews, R. N. R., 4th Sept.,—Singapore 29th Aug., Twiss, Cotton, and Sundries—P. & O. S. N. Co.
WEH, British steamer, 4th September,—from Canton.
YEWOW, British steamer, 3rd September,—from Canton.
ZAPPO, British str., 1,618, R. Rodger, 4th Sept.,—Manila 2nd September, General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

Brand, Norwegian str., for Kobe.
Hawson, British str., for Swatow.
Siqua, German str., for Swatow.
Wade, British str., for Chefoo.
Yokohama, British str., for Shanghai.

DEPARTURES.

2nd September.
TRAVANCORE, British ship, for Port Angles.
3rd September.
CALLOO, U.S. gunboat, for Canton.
NORD, Norwegian str., for Tientsin.
4th September.

KAIPOONG, British str., for Ilsele.
KUMSANG, British str., for Yokohama.
POLYNNEN, French str., for Shanghai, &c.

SHIPPING REPORTS.

The British str. *Singapore* reports: Experienced strong S.W. and W. wind and heavy swell with heavy rain, weather moderating on Sept. 1st.

The British str. *Zafiro* reports: Strong S.W. winds with moderate following sea and passing rain until 10 p.m. on the 3rd inst.; thence fresh N.E. breeze with smooth sea till arrival.

The British str. *Tientsin* reports: From Bemby fine weather generally. From Singapore moderate S.W. winds with weather with favourable currents. Twelve hours from Singapore wind shifted to the northwest, gradually increasing to fresh breeze, occasional rain squalls.

The British str. *Hong Bee* reports: Fresh S.W. moderate within 100 miles from port, then wind veering round by N. to N.E. and E.N.E. light, fine weather throughout.

VESSELS IN DOCK.

4th September.

ABERDEEN DOCKS.—Kowloon DOCKS.—Changsha, Montevideo, Bawang, Siam, Onsang, Borneo, H.M.S. Hart, Hermann Mewell, Oscar II, Cosmopolitan DOCK—Kowloon, Wongkai.

VESSELS ON THE BERTH.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON,
With liberty to call at the Malabar Coast.
THE Steamship

"AFGHAN PRINCE."

Captain Campbell, will be despatched for the above ports on or about the 2nd September.

For Freight, apply to

AGNEW, KARBERG & CO.,
Agents.
Hongkong, 24th August, 1905. [1963]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship.

"PAIMUN."

Captain A. J. Robson, will be despatched for the above ports on 10th September, the 5th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIR & CO.,
General Managers.
Hongkong, 2nd September, 1905. [1949]

FOR SHANGHAI, YOKOHAMA AND KOWLOON.

THE Steamship.

"SLOVAKIA."

Captain Roder, will be despatched for the above ports TO-MORROW, the 6th inst., at DAYLIGHT.

This steamer has splendid accommodation for passengers and carries a duly qualified doctor.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 4th September, 1905. [1923]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR FRIEDRICH-WILHELMSHAFEN,
HERBERTSHOEHE, MATIJI, BRISBANE, SYDNEY AND MELBOURNE.

ON TUESDAY, 10th September, at Noon, the Steamship "WILHELM", Captain A. Bernauer with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 23rd August, 1905. [1976]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong II, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B.I.O.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON, &c. via PORTS OF CALL	BENGAL	Brit. str.	—	W. W. Cook, R.N.E.	P. & O. S. N. Co.,	On 9th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	PAKING	Brit. str.	1 m.		BUTTERFIELD & SWIPE	On 12th inst.
LONDON, AMSTERDAM & ANTWERP	ANTENOR	Brit. str.	1 m.		BUTTERFIELD & SWIPE	On 26th inst.
LONDON, AMSTERDAM & ANTWERP	ALGINOBUS	Brit. str.	1 m.		BUTTERFIELD & SWIPE	On 10th Oct.
LONDON, AMSTERDAM & ANTWERP	DIOMED	Brit. str.	1 m.		BUTTERFIELD & SWIPE	On 24th Oct.
MARSEILLES, &c. via PORTS OF CALL	ARMAND BEHIC	French str.	—	Guionnet	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, HAVRE, DUNKIRK, &c.	MARSHAL	French str.	—	Abel	MESSAGERIES MARITIMES	About 7th inst.
MARSEILLES, ANTWERP & LONDON	MARSHAL	French str.	—	Meyer	MESSAGERIES MARITIMES	On 15th inst.
PREUSSEN	PREUSSEN	Ger. str.	—	Föck	MESSAGERIES MARITIMES	On 13th inst., at Noon.
HAVRE, HAMBURG VIA STRAITS, &c.	RENANIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 6th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	Döhrken	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE, AWEPE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k. w.	Bahls	HAMBURG-AMERIKA LINIE	On 4th Oct.
HAVRE, HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Knissel	HAMBURG-AMERIKA LINIE	On 10th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Madison	HAMBURG-AMERIKA LINIE	On 18th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	Schoenfeld	HAMBURG-AMERIKA LINIE	On 1st Nov.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	1 m.		BUTTERFIELD & SWIPE	On 29th inst.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	1 m.		BUTTERFIELD & SWIPE	On 29th Oct.
NEW YORK & BOSTON	ALBENIA	Am. str.	—	Campbell	ARNHOLD, KARBERG & CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	ALBENIA	Am. str.	—	Peterson	CARLOWITZ & CO.	On 23rd inst.
NEW YORK VIA PORTS & SUEZ CANAL	ALBENIA	Am. str.	—		SHEWAN, TOMES & CO.	On 23rd inst.
NEW YORK VIA PORTS & SUEZ CANAL	ALBENIA	Am. str.	—	Grimes	STANDARD OIL CO.	About 23rd inst.
NEW YORK VIA SUEZ	ALBENIA	Am. str.	—		DODWELL & CO., LTD.	About 30th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TAETAB	Brit. str.	k. w.	Haus	HAMBURG-AMERIKA LINIE	About 5th Oct.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TAETAB	Brit. str.	2 m.	W. Davison, R.N.E.	CANADIAN PACIFIC R. CO.	On 13th inst.
VICTORIA (B.C.) SEATTLE, &c. via JAPAN	TEIDES	Brit. str.	1 m.	H. Pybus, R.N.E.	CANADIAN PACIFIC R. CO.	On 26th inst.
PORTLAND, OREGON VIA SHANGHAI & JAPAN	TEIDES	Brit. str.	—	G. V. Williams	CARLOWITZ & CO., LTD.	On 15th inst.
AUSTRALIAN PORTS	NICOMEDIA	Am. str.	—		BUTTERFIELD & SWIPE	On 1st Oct.
AUSTRALIAN PORTS via NEW GUINEA	WILHELM	Brit. str.	—		P. & O. S. N. CO.	On 26th inst., at Daylight.
AUSTRALIAN PORTS via MANILA, &c.	CHANGSHA	Brit. str.	1 m.		NIPPON YUSEN KAISHA	About 22nd inst., at Moon.
CHANGSHA	CHANGSHA	Brit. str.	1 m.		GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
CHENGFOO & NEWCHWANG	CHENGFOO	Brit. str.	1 m.		MELCHERS & CO.	On 19th inst., at Noon.
TSINGTAO, CHIEFOO & NEWCHWANG	CHENGFOO	Brit. str.	—		BUTTERFIELD & SWIPE	On 23rd inst.
TIENSIN	TIENSIN	Brit. str.	—		BUTTERFIELD & SWIPE	To-morrow.
CHIEFOO & NEWCHWANG	TIENSIN	Brit. str.	—		BUTTERFIELD & SWIPE	To-morrow.
WUHU	WUHU	Brit. str.	1 m.		BUTTERFIELD & SWIPE	To-day.
YOCHOW	YOCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIPE	To-day.
SHANGHAI, YOKOHAMA & KOBE	YOCHOW	Brit. str.	—		BUTTERFIELD & SWIPE	To-morrow, at Daylight.
SHANGHAI	YOCHOW	Brit. str.	k. w.	Rorden	P. & O. S. N. CO.	About 7th inst.
SHANGHAI VIA SWATOW, AMOY & FOCCHOW	YOCHOW	Brit. str.	—	C. D. Goldsmith, R.N.E.	HAMBURG-AMERIKA LINIE	On 9th inst., at 3 P.M.
TAMSU VIA SWATOW & AMOY	YOCHOW	Brit. str.	—		JARDINE, MATHESON & CO.	On 13th inst., at Noon.
TAMSU VIA SWATOW & AMOY	YOCHOW	Brit. str.	—		THORNTON	On 7th inst., at 10 A.M.
ANPING VIA SWATOW & AMOY	YOCHOW	Brit. str.	—		DODWELL & CO.	On 10th inst., at Noon.
SWATOW	YOCHOW	Brit. str.	—		DOUGLAS LAFRAIR & CO.	To-morrow, at Noon.
SWATOW, AMOY & FOCCHOW	YOCHOW	Brit. str.	—		DOUGLAS LAFRAIR & CO.	To-morrow.
MANILA	YOCHOW	Brit. str.	—		BUTTERFIELD & SWIPE	To-day.
MANILA	YOCHOW	Brit. str.	—		BUTTERFIELD & SWIPE	To-day.
MANILA	YOCHOW	Brit. str.	—		BUTTERFIELD & SWIPE	To-day.
MANILA	YOCHOW	Brit. str.	—		BUTTERFIELD & SWIPE	To-day.
TAIWAN FOO	YOCHOW	Brit. str.	—		BUTTERFIELD & SWIPE	To-day.
SINGAPORE, PENANG & CALCUTTA	YOCHOW	Brit. str.	—		BUTTERFIELD & SWIPE	To-day.
SINGAPORE, COLOMBO & BOMBAY	YOCHOW	Brit. str.	—		BUTTERFIELD & SWIPE	To-day.
SINGAPORE, SORABUABA & SAMARANG	YOCHOW	Brit. str.	—		BUTTERFIELD & SWIPE	To-day.
JAVA PORTS	YOCHOW	Brit. str.	—		BUTTERFIELD & SWIPE	To-day.
BOMBAY VIA SINGAPORE & PENANG	YOCHOW	Brit. str.	—		BUTTERFIELD & SWIPE	To-day.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,</

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.		STEAMERS	DUE
GLASGOW and LIVERPOOL	"TENKAT"		On 6th September.
GLASGOW and LIVERPOOL	"DIOMED"		On 14th September.
GLASGOW and LIVERPOOL	"KAIOS"		On 14th September.
GLASGOW and LIVERPOOL	"DARDANUS"		On 21st September.
GLASGOW and LIVERPOOL	"TYDEUS"		On 28th September.
GLASGOW and LIVERPOOL	"CHINGWU"		On 28th September.
GLASGOW and LIVERPOOL	"KINTUCK"		On 5th October.
HOMWARDS.		STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PAKLING"		On 12th September.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"		On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"		On 26th September.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"		On 10th October.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"		On 26th October.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"		On 24th October.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

TRE THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

STEAMERS		TO SAIL
YACORIA, SEATTLE, TACOMA, and in PACIFIC COAST PORTS, VIA	"TYDEUS"	On 1st October.
NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th August, 1905.

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
STEAMERS TO SAIL
* SINGAPORE, PENANG & CALCUTTA "LAISANG" Tuesday, 5th Sept., 3 P.M.
SINGAPORE, SOUTHERN BAY "ONSANG" Friday, 8th Sept., 3 P.M.
SAMARANG "LOONGSANG" Friday, 8th Sept., 4 P.M.
MANILA "KWONGSANG" Saturday, 9th Sept., 3 P.M.
TIENTIN "WOSANG" Saturday, 9th Sept., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted

throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Choofoo, Tientin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [13]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

"TARTAR" 4,425 Tons Com. W. Davison, B.N.R. WEDNESDAY, 18th Sept.

"EMPEROR OF JAPAN" 6,000 Tons Com. W. Pybus, B.N.R. WEDNESDAY, 24th Sept.

"EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, B.N.R. WEDNESDAY, 18th Oct.

"ATHENIAN" 3,882 Tons Com. S. Robison, B.N.R. WEDNESDAY, 1st Nov.

"EMPEROR OF INDIA" 6,000 Tons Com. E. Beetham, B.N.R. WEDNESDAY, 15th Nov.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £62.

Intermediate on Steamers, £40. and 1st Class Rail £42.

THE magnificient TWIN-SCREW "EMPEROR" STEAMSHIP passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

E. BROWN, General Agent,
Corner Pedder Street and Praya, opposite Blaak Pier

JAPAN COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE.—1, SHIBA-CHO, TOKYO.
LONDON BRANCH.—34, LIME STREET, E.C.
HONGKONG BRANCH.—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES

Now York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Choofoo, Tsinan, Newchwang, Port Arthur, Seoul, Cheulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kuro, Shimomoto, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotou, Sasebo, Maldura Milka, Hakodate, Taipeh, &c.

Telegraphic Address "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotaka, Mameda, Manoura, Onou, Otsu, Sasahara, Tsukuburo, Yoshinotani, Yoshio, Yunokura, and other Coals.

S. MINAMI, Manager, Hongkong.

1

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN,
EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA
PORTS.

THE Steamship

"ARMAND BEHIO."

Captain Guionnet, will be despatched for MARSELLES on TUESDAY, the 5th September, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "ERNEST SIMONS" ... 13th Sept.

S.S. "POLYNESIEN" ... 3rd Oct.

S.S. "CALEDONIEN" ... 17th Oct.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd August, 1905. [2]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID,

ALSO VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE AND

SOUTH AMERICAN PORTS up to CALLAO.

Taking cargo at through rates to PERSIAN GULF AND BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

THE Steamship

"ISCHIA."

Captain Coglioli, will be despatched as above on or about the 7th September.

This Steamer has accommodation for Passengers and carries a duly qualified Doctor.

For information as to Passage and Freight, apply to

G. DE CHAMPEAUX, Agent.

Queen's Building, Hongkong, 25th August, 1905. [2048]

THE EAST OF ASIA.

(Published Quarterly.)

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Profusely Illustrated, descriptive of the

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The kindly Prescriptions, both Continental

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OFFICE, Shanghai;

Messrs. KELLY & WALSH,

Hongkong;

and all leading Booksellers in the Far East.

Hongkong, 3rd February, 1903.

SHIPPING IN PORT.

STEAMERS.

AMIGO, German str., 822, J. Iversen, 30th Aug.

Haiphong 26th Aug. and Hoihow 29th

Rice, General, Pigs and Bulk Oil—Jensen

& Co.

BORNEO, German str., 1,344, F. Sambill, 21st

Aug.—Sandakan 16th Aug., Timor and

General—Melchers & Co.

BRAND, Chinese str., 1,519, J. Johansson, 18th

Aug.—Chinkiang 13th Aug., Rice

—Chin.

CHIANGSHA, British str., 1,800, L. Moore, 19th

Aug.—Manila and Australian Ports 16th

August—General—Butterfield & Swire.

CHILDREK, Norwegian str., 1,162, H. Nelsop,

22nd Aug.—Sorakaya 13th Aug., Sugar

—Order.

CHUNSHANG, British str., 1,418, R. Cox, 28th

Aug.—Semarang 18th August, Sugar

—Jardine, Matheson & Co.

CITY TO LIVERPOOL, British steamer, 90,

J. Watson, 14th May.—Grimbsy 26th Mar.

—Order.

DEVAWONG, Ger. str., 1,057, J. V. Brathen, 19th

Aug.—Bangkok 28th Aug., Rice

—Teak & Teak Squares—Butterfield & Swire.

FRI, Norwegian str., 860, N. Anderson, 26th

